

## TWO ROWING RIVALS.

Interesting Gossip About the Teemer-Gaudaur Boat Race.

## THE SCULLERS' STYLES COMPARED.

Some Particular Remarks about the St. Louis Champion.

## EVERYTHING READY FOR THEIR RACE.

On Friday next the sculling match between John Teemer and J. G. Gaudaur, for \$1,000 a side, will take place over the McKeesport course. The stakes are up, and it is left to THE DISPATCH to select a referee, or for the sporting editor of this paper to act himself. The race is straight away, and the distance to be rowed will be about four miles. The race is undoubtedly creating considerable interest throughout Western Pennsylvania, and, according to present intentions, excursion trains are to be run from various places in Eastern Ohio to McKeesport the day of the race. The somewhat new feature here of a straight away race ought to be an attractive one, because a race of that kind affords every opportunity to spectators on the streamers to see every inch of the race, and a good straight away race is worth looking at. Speaking on this point the other day to the writer, Gaudaur said:

"I certainly think that a straight-away race is the best for everybody. I know it suits me best, as I claim that turning a stake boat breaks a man up. He gets out of his stroke and has to almost start over again. A very great effort to get speed on the boat again, as soon as about a mile is rowed a rowers begins to fret and worry about getting to his

## LAUNCHING A CRUISER.

The Philadelphia Daily Slides Into the Water in the Presence of a Great Crowd—One of the Best Vessels of the New Navy.

PHILADELPHIA, September 7.—The new steel cruiser Philadelphia was launched at Cramp's shipyards, this city, at 11:42 this morning. Added interest was given to the occasion by the presence of a number of distinguished guests, chief among them being Mrs. Harrison, wife of the President, and Mrs. John W. Wamaker. The rumor that President Harrison might be present served no doubt to attract a great many people, and when the vessel slid off the ways fully 200,000 persons were assembled in and around the great shipyard.

The Philadelphia is the fifth vessel of that name in the navy. The first was a primitive craft and served in the Revolution until sunk in battle. The third, the most celebrated of the name, was constructed in 1793, and was a frigate of 1,240 tons, fitted out with 36 guns and carrying 300 men. In 1830 she was wrecked on Tripoli and her commander and crew taken prisoners. After she had been fitted out by the enemy she was recaptured by Captain Decatur and burned. The fourth Philadelphia was obtained from the merchant service for the navy and served through the civil war.

The new vessel is officially reckoned as cruiser No. 4, and is the fourth in size of the unarmored cruisers provided for the new navy. Unlike the vessels already constructed, her official test will not be rated according to horsepower but to speed; contract stipulating a speed of 19 knots; unless this is reached large deductions will be made in the contract price. The cruiser's length is 315 feet; beam, 45½ feet; draught,

19½ feet and displacement, 4,324 tons. Her main battery will consist of 12 6-inch rifles, while her secondary battery will be composed of 2 Gatlings, 4 6-pounders, Hotchkiss, 2 3-pounders Hotchkiss, 1 1-pounder Hotchkiss and 2 57-millimeter guns.

NO BISON BEYOND THE ROCKIES. A Curious Indian Legend That Accounts for St. Louis Globe-Democrat.

No white man ever saw a buffalo west of the Rockies. The Indians of the Northwest have a legend to account for this. Many moons ago, they say, some Indians were hunting buffalo on the other side of the range; they were plentiful over there then. An old medicine man told them where to find a big herd which he said, was led by a red bull calf. The Great Spirit would give them all the buffaloes they desired, but the red calf must not be killed. If it was killed the Great Spirit would punish them severely.

The bravest started out, found the buffaloes and slaughtered them by the hundreds. When they looked among the carcasses the body of the red calf was found. It was never again seen on the other side of the Rockies.

SONGS THAT NEVER GET OLD. Certain Melodies That Are Always Favored by the Public.

St. Louis Globe-Democrat.

Minstrelsy were growing old as the hills, and companies may keep on putting flashy novelties on the stage, but the people will never get over enjoying a sentimental ballad or a pathetic song of plantation life; say of Steve Foster's "My Old Kentucky Home," or "Nelly Gray." A simple song about babies and a parent's love of a man for a woman, when well sung, brings an encore every time.

Topical songs will always be relished, but the audiences are growing more and more critical, and the music must be sprightly and an audience of intermission and a hit for the singer. The smaller the town the more the love songs and negro melodies are appreciated, and no matter how familiar a song is, a sympathetic male voice will always make it a go.

YENOM INHABITED BY THE AIR. And filled with the water of a malarious locality, has still a certain antiseptic effect.

Sanctions conferred in Hottentots' blouses upon the continent and in the tropics it has proved itself a certain means of defense, and an antidote of malarious fevers and other forms of malarious disease. Nor is it less effective for kidney troubles, constipation, rheumatism and nervousness.

G. A. R. Take Notice. All orders issued by Adjutant General Hastings for transportation to Gettysburg will be accepted by the agents of the Pennsylvania Railroad for tickets, whether the order is drawn on this company or any other company.

HARRY ALDEN, formerly of this city, can now be found at W. H. Holmes & Son's Chicago House, No. 264 South Clark street, 128 First avenue, Chicago, Pittsburg.

THE LARGEST STOCK AT PITTSBURGH'S 424 WOOD STREET.

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## GOO FINANCING.

Consummation of One of the Biggest Deals Ever Undertaken Here.

## MILLIONS OF MONEY INVOLVED.

The Long Looked-For Good Times Coming With the Change of Weather.

## REPORT OF MOVING DAY TO BE PUSHED.

One of the most important financial transactions that have ever taken place in Pittsburgh has just been closed up. The H. C. Frick Coke Company having made the fidelity title of the Frick Company its trustee to secure the issue of bonds to the amount of \$2,000,000. Of this amount about \$1,000,000 have already been placed in Pittsburgh. The remainder of the loan, \$1,000,000, is for sale by the Fidelity Company. The bonds bear 5 per cent interest and run 30 years.

Heretofore it has been the custom in large deals of this kind to apply to Eastern trust companies. It is agreeable to note that this is no longer necessary, nor in any way excusable as there are honest institutions of sufficient standing to attend to any business of a financial nature, no matter how great the amount involved.

The summer is ended. What of the harvest? Those who read *Broderick's* and H. G. Dun & Co.'s reports, which appeared in THE DISPATCH yesterday, found an answer to the question. The labor of the husbandman have been munificently rewarded. With unstinted liberality the generous soil has responded to all demands made upon it. Large crops assure an abundance of food, at reasonable prices. Famine may stalk forth in other lands, but it is impossible here. This country has plenty, and to spare.

Agriculture lies at the foundation of all business. When it prospers everything else flourishes. When it languishes every other industry is depressed. The merchant and the manufacturer are as much interested in the crops as the farmer, and arrange their business accordingly. Agriculture is subordinate to no industry that is prosecuted by man. Without it he would soon return to barbarism, subsisting by the chase.

The prospect of good crops sustained business throughout the summer in the face of a number of important failures and widespread labor troubles, which, under other conditions, would have precipitated a panic, and the reality gives assurance of a prosperous fall and winter trade, under the stimulus of which the dawnings of a revival are already seen and felt.

Pittsburg is fortunate among cities. She is almost self-sustaining. Being a creditor, there is a steady stream of money flowing into her lap, to be used in the expansion of local business. What she has her own, to do with as she pleases. This gives her standing in the financial world, and is a certain guarantee against reverses. A crash that would shake Pittsburg would have very little standing of any other city in the country.

And, under highly favorable conditions, this live of industry, the financial circles, is entering upon the fall and winter campaign under general and with a full complement. All of her great industries are keeping their feet on the ground, and the business of the past year in advance of the business of last year, the remaining months of 1889 will show still greater expansion. All that is needed to meet the requirements of the season is a steady adherence to the enlightened, but at the same time, conservative, policy, which has hitherto been the guiding star of all her business ventures.

The scheme for changing moving day to May 1st, which has been the subject of much discussion, has been dropped. The committee in whose hands the matter has been delayed action on account of the absence of a large number of property holders during the summer. As they are returning, the proposition to use the privilege of moving on May 1st is no longer a question of expediency, but of principle. That the change is necessary from almost every point of view, and in the interest of the health and comfort of the large community, is generally admitted, and that it will be adopted there is scarcely a doubt. Its popularity will carry it through.

The Law Committee of the New York Stock Exchange has decided that a "put or call" contract, which is a contract to buy or sell a certain number of shares of stock at a certain price, is not a contract to buy or sell a certain number of shares of stock at a certain price, but is a contract to buy or sell a certain number of shares of stock at a certain price.

Business last week showed improvement all around. There were no weak spots outside the Exchange, and even there a more buoyant feeling was apparent, although it did not manifest itself in the money market as pronounced as to the extent of the improvement. The banks now hold \$7,511,178 in excess of the 25 per cent rule.

Closing Bond Quotations.

U. S. 4s, reg., 107 1/2; U. S. 5s, reg., 108 1/2; U. S. 6s, reg., 109 1/2; U. S. 7s, reg., 110 1/2; U. S. 8s, reg., 111 1/2; U. S. 9s, reg., 112 1/2; U. S. 10s, reg., 113 1/2; U. S. 11s, reg., 114 1/2; U. S. 12s, reg., 115 1/2; U. S. 13s, reg., 116 1/2; U. S. 14s, reg., 117 1/2; U. S. 15s, reg., 118 1/2; U. S. 16s, reg., 119 1/2; U. S. 17s, reg., 120 1/2; U. S. 18s, reg., 121 1/2; U. S. 19s, reg., 122 1/2; U. S. 20s, reg., 123 1/2; U. S. 21s, reg., 124 1/2; U. S. 22s, reg., 125 1/2; U. S. 23s, reg., 126 1/2; U. S. 24s, reg., 127 1/2; U. S. 25s, reg., 128 1/2; U. S. 26s, reg., 129 1/2; U. S. 27s, reg., 130 1/2; U. S. 28s, reg., 131 1/2; U. S. 29s, reg., 132 1/2; U. S. 30s, reg., 133 1/2; U. S. 31s, reg., 134 1/2; U. S. 32s, reg., 135 1/2; U. S. 33s, reg., 136 1/2; U. S. 34s, reg., 137 1/2; U. S. 35s, reg., 138 1/2; U. S. 36s, reg., 139 1/2; U. S. 37s, reg., 140 1/2; U. S. 38s, reg., 141 1/2; U. S. 39s, reg., 142 1/2; U. S. 40s, reg., 143 1/2; U. S. 41s, reg., 144 1/2; U. S. 42s, reg., 145 1/2; U. S. 43s, reg., 146 1/2; U. S. 44s, reg., 147 1/2; U. S. 45s, reg., 148 1/2; U. S. 46s, reg., 149 1/2; U. S. 47s, reg., 150 1/2; U. S. 48s, reg., 151 1/2; U. S. 49s, reg., 152 1/2; U. S. 50s, reg., 153 1/2; U. S. 51s, reg., 154 1/2; U. S. 52s, reg., 155 1/2; U. S. 53s, reg., 156 1/2; U. S. 54s, reg., 157 1/2; U. S. 55s, reg., 158 1/2; U. S. 56s, reg., 159 1/2; U. S. 57s, reg., 160 1/2; U. S. 58s, reg., 161 1/2; U. S. 59s, reg., 162 1/2; U. S. 60s, reg., 163 1/2; U. S. 61s, reg., 164 1/2; U. S. 62s, reg., 165 1/2; U. S. 63s, reg., 166 1/2; U. S. 64s, reg., 167 1/2; U. S. 65s, reg., 168 1/2; U. S. 66s, reg., 169 1/2; U. S. 67s, reg., 170 1/2; U. S. 68s, reg., 171 1/2; U. S. 69s, reg., 172 1/2; U. S. 70s, reg., 173 1/2; U. S. 71s, reg., 174 1/2; U. S. 72s, reg., 175 1/2; U. S. 73s, reg., 176 1/2; U. S. 74s, reg., 177 1/2; U. S. 75s, reg., 178 1/2; U. S. 76s, reg., 179 1/2; U. S. 77s, reg., 180 1/2; U. S. 78s, reg., 181 1/2; U. S. 79s, reg., 182 1/2; U. 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